The CASE concerning Wools, &c.

FOrasmuch as it is found by experience, that since the late Act against transportation of Wools, Woolfells, Yarn made of Wool, Fullers earth, and other scouring earths, &c. That notwithstanding the penalties thereby inflicted, the same are exported as frequently as before: therefore for the better prevention thereof for the future, these Proposals are humbly offered to Consideration,

1. That one or more Commissioners may be appointed by Act of Parliament, who shall appoint a sufficient number of Subcommissioners and other Officers under them in all parts where need requires; And no person shall carry any Wool, &c. on Horse or Carriage, to or from any place within miles of the Sea, or from in the evening to in the morning, from Michaelmas to our Lady day, or from Sun setting to Sun rising from our Lady till Michaelmas.

And that no parcell or parcels of Wool after 'tis keemed exceeding one hundred pound weight, may be carried out of *Canterbury*, *Dover*, or *Sandwich*, to be elsewhere imployed into Manufacture, without a Writing, or Tickett from one of the Commissioners, or Subcommissioners, that such a person hath authority to carry so much keemed Wool, expressing the number or quantity thereof and whether the same is to be carried; ~~and that the party shall if it be required, subscribe, or enter into Bond to His Majesties use, that the said Wool shall not be carried elsewhere.~~

Sandwich &c.

2. That such Commissioners or Subcommissioners, before they Act, sha n Oath for the due execution of their Offices.

3. That the Offences of the Act, shall be heard and determined by one or more Justices of the Peace near the place where any such forfeiture is made, or the Offendor apprehended, with appeal to the Quarter-Sessions of that County.

4. That the said Commissioners for a Recompence of their pains, charge and expences, have a yearly Sallary from those persons onely that have the benefit of that Manufacture, to wit the Clothiers, Wool-Combers, Weavers, &c.

The Reasons for the Premisses.

I^d *Reason*, For that the Laws formerly made have not prevented such Exportation, as is commonly known to all that inhabit near the Sea side: For these Causes,

1. The Exporters are many, and they come not nigh the Ports to ship away their Wool, but send it from the Coast in French or Dutch bottomes, who make it their sole employment to attend upon it Accompt.
2. The Country by Gain made by their Horses and Carriages, are ready to Assist those that use that Trade.
3. For that no Forfeiture is really made before the Commodity is water-born (Intention and purpose to doe the same being hardly to be proved,) And therefore before that time no seisure dare to be made of it without danger of suits and troubles.
4. Because such Transportation is commonly in ark nights, which none or very few can or will take the pains and run the hazard to prevent it.
5. That the Boats and Shallops that attend those transportations come very strong, and the persons therein very resolute: All which will be prevented by the Considerations aforesaid.

II^d *Reason*, Because such Boats and Shallops doe commonly Import in a secret manner, many rich forreign Commodities, and land them in severall places according to Order, whereby the King is deceived of a great part of his Customes.

For that in all Forreign parts to prevent Exportation of Commodities, such course is taken which is found by experience to be the best and surest means to hinder it.

Because when such care is taken as aforesaid, no Exporter will venture or hazard his Goods when he cannot convey them near the Sea side without danger of discovery, travelling by night being forbidden upon a penalty.

The Subject will have more speedy ease and less charge by such prosecution as aforesaid.

Those persons that make most gain of those Manufactures by this prevention, have most reason to bear the Charge of it to the Commissioners; And are willing to doe it, as appears by their subscriptions concerning the same.